By Steamer to the Sunny South

ROUNDING CAPE HATTERAS - UNHAPPY CHARLESTON-PORT SUMTER IN PEACE TIMES SAVANNAH AND BONAVENTURE -ENTERPRISING PORKERS-DOWN AND UP THE ST JOHN'S RIVER-"ISAIAH'S" ECCENTRICITIES-THE HOVE TRIE.

The Cherokee is a fine iron steamer belonging to the Clyde line and plying between New York and Jacksonville, Florida, calling at Charleston, South Carolina, each way. She is commanded by Capt. Doane, who is ably assisted by Mr. Pennington, (who by the way is a Jerseyman) as first officer, Mr. Chichester, second officer, while the business of the ship is in the efficent hands of Purser Steers,

One Friday afternoon in the latter part of September the writer stood on the deck of the Cherokee as she pulled out of her dock and was carefully guided down the crowded river and bay until, crossing the bar, we felt the long roll of the Atlantic as we stood out to sea. There was a very large number of passengers, in many cases entire families, who had spent the summer north and were returning to their homes in Florida for the winter. Nothing of special interest occurred until Saturday evening when about 25 miles north of Cape Hatteras. It was In reply to my questions regarding perhaps an hour after dinner, the sa- the condition of the colored people he loon was crowded with ladies and chil- said that in the country they do little dren and many others were out on more than exist. The wages of a farm deck. Suddenly the course changed, hand vary from 30 to 50cts. per day, throwing the vessel into the trough of the latter price being paid only to the heavy sea that was running, caus- specially good hands. If a man working her to pitch and roll tremendous- ed a place on his own account he was ly, as did most of the passengers. In obliged to go in debt while making a very few minutes the saloon was de- his crop, the result being that he was serted while a row of men was seen always at the mercy of the store keepleaning over the ship's side gazing in- er. As to the ballot the colored peotently into the dark and troubled ple sold their votes for a little whiskey waters seeming to find in them a fit and a dollar or two. This was conreflection of their own state of body firmed by a gentleman I met from ened about 5 A. M. Saturday by the and mind. I was fortunate enough | Florida who has lived then over 30 to be one of the few who were not so years and has always been a Republiaffected and found the wild tumble can. He said that giving the colored air cheering his men, followed by the parody of the song "In the Gloaming, which as perhaps some of your readers may not have seen, (that is the parody not the original), I will copy for their

"In the steamer, oh my darling, When the fog-horns scream and blo And footsteps of the steward Softly come and softly go,

When the passengers are groaning With a deep and sincere woe, Will you think of me and love me As you did not long ago.

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Ten thousand pholera in Tokio, 1886.

And ye

In the cabin, oh my darling, Think not bitterly of me, . Though I rushed away and left you In the middle of our tea. I was seized with sudden longing To gaze upon the deep blue sea.

It was best to leave you there, dear Best for you and best for me." Sunday was a clear, beautiful day. The sea was quiet, and sparkled in the sunlight, but the ravages of the night before were to be seen in the pallid faces and limp forms as one after another crawled out into the warm sunshine. We arrived at Charleston, where I left the vessel, early Monday morning. I was geatly disappointed in Charleston. As regards business the place seems utterly stagnant. Cotton and rice have always been the staples, and there is still a considerable quantity of these shipped, but the exports are said to be growing less every vear. The natural advantages of the | air that it occurred to me that percity as a commercial centre are very good, viz., an immensely fine harbor, and its situation at the junction of the Ashley and Cooper rivers. It is however, lacking in two important things, railways to act as feeders to the city, and business enterprise and liberality on the part of its citizens. The first of course implies the latter. Around the Battery which is a beautiful spot, are many elegant mansions overlooking the harbor, with windows opening on broad piazzas which are extended to the top stories. These piazzas are a feature of the dwellings in this city, and in fact of the dwellings generally that one sees in the south. Roses and other flowers were in bloom and in one or two places I saw the palmetto tree which, is the emblem of the State of South Carolina. The two most interesting public buildings in the city are the churches of St. Michael and St. Philip, both of the thermometer showing 87 most of time. Nevertheless, I walked about

keeper. Originally there were three

casemates, but now only one remains.

There are a few guns mounted on the

parapets and perhaps a half dozen in

the casemates. These latter were wet

pressure of event may shall contai articles, eac length. F. politics, one on an eccle literature, which antedate the Revolution. In -G. W. Smu The Bes The best a or ten feet in height built about them | acter of the buildings, the business | throng of the great city, and the fall -York are lie so that it is only through the occasion-al open door that one gets a view of stories in height. The wholesale and ant memories.

vacation of '87 was a thing of pleas-ant memories.

D. Most of then the choice vi at public bar the grounds, which in some instances chew wines are very attractive. The effects of the Depew occas terrible earthquake of last year are champagne u still to be seen. I was told that there back, but the Delmonico's was not a brick house in the city that yet seen Henr escaped damage. On every hand rething but Ap pairs are still going on while one or Evarts drinks two buildings remain untouched, their apparent relis gaping walls and broken columns give the second gh ter partakes s ing a faint idea of what the scene must is served with have been immedately after the Postmaster G shock. I was forcibly reminded of the Judge Noah D old adage that curses like chickens usually confine ling, but not come home to roost as I walked by the coe Conkling a almost deserted wharfs and saw the to his lips in p grass actually growing in the streets seph H. Choa leading to them. Many of your readglass. There are son ers will rememder that at the outis true, that break of the war it was said by the merry" withou people of Charleston that this state of or their dignity good Burgund things would prevail in New York. clear away the Monday afternoon was given to Fort brain and loose Sumter which is built on a small isl orilliant "Suns and at the entrance to the harbor and his Sauterne, hi some three or four miles from the city. his small brand his wit loses no The garrison at the present time conconsequence, no sists of two men and their families, an gress the laws ordnance sergeant and a light-house George H. Per

"Ocean Tramps," as the freight steam sailing vessels of all. descriptions. The streets are broad, crossing at right angles, while at frequent intervals at the intersections are small parks with ample shade, affording delightful playgrounds for the children who seem to abound in this city. Of course no one would think of stopping in Savannah and not seeing the famcolored man, about 26 years of age. who was enterprising enough to leave the country place in which he was raised for the city where he could earn more money and at the same time at tend night school, where he is prepar ing to enter the University at Atlanta.

dispute among those who had been slaves as to whether their condition was improved under the present circumstances. But the conclusion reach ed was that though often suffering for food and clothing, as they did not in slavery, the security of the family and the hope always possible of fulfilment, of improving their condition more than compensated for any temporary hardship., The above course applies to those in the agricultural districts. The ride from Savannah to Jacksonville takes one through the turpentine and rice regions of Georgia. The country as viewed from the cars appears to be very thinly settled. One can ride for hours without seeing any sign of life except an occasional sawmill, turpentine still, or the few houses about the railway station. Sometimes the entire town appears to be made

up of the station and the country store. The chief stock of the latter being in barrels. However the saddle-horses tied to the fences and trees, show that there are folks living somewhere. At one of these stations were specimens of the famous razor back hogs that are said to be able to stand on one side of a six rail fence and eat corn growing on the other side specimens I saw were walking back and forth under the cars and between the wheels with such a business-like haps they were used by the company to examine the air brakes, car wheels. etc. A little observation, however. showed that they were simply looking after their own bacon, hoping to pick up a sandwich, ham or otherwise, that might be dropped from the cars, or perhaps one of the rare Cherokee bananas. The search for these atter was useless, as they are seldom if ever seen north of DeLand, Florida. Jacksonville was reached about 8 P. M. This finished my railway travel. I was very pleasantly surprised by the excellent time made and the comfortable cars. There was one thing in the cars that struck me as being rather odd, and that was the double row of cuspadores in the aisles of all the cars, one being placed at each seat. Most persons will be able to guess the reason for it. The weather at Jacksonville on Thursday was rather warm,

consoled myself with the thought that this would be an inducement to come At two in the afternoon I was once more on the Cherokee on my way home. The sail down the St. Johns river was most delightful after the heat of the morning. We arrived at the bar at 5:30 P. M. An east wind was blowing, causing the water to foam and boil on the shoals in a most threatening manner. We felt secure. however, as a skillful pilot was on the bridge with the captain, while the first officer stood at the starboard side of the ship taking constant soundings. It is evident that the U., S. Government is not in favor of prohibition on the St. Johns river, as it is spending large sums of money in improving the bar and making it easy of access at all

hours of the day and night. Another

retail houses carry large and full lines

of goods and everything has the ap-

pearance of a wide-awake city. There

are three or four very large hotels

which are open for the winter visitors

besides many smaller ones. While

the many signs seen on private houses

"boarders taken" reminds one of the

side streets of Saratoga. I regretted

exceedingly being so near to St. Au-

gustine-without being able to 'see it,

dashed through the port holes in day, for schooners are frequently seen stormy weather. A large dent in the on it while an occasional "Ocean outer brick wall is pointed out as made | Tramp" is seen hanging around the enby the first cannon ball that struck the | trance to the bar. The sunset was one Fort while Major Anderson was so of the most magnificent I have ever bravely defending it. The trip to seen, while in the north, as a contrast Fort Sumter was the most interesting to it, was a heavy mass of black thunfeature in my stay at Charleston. The der clouds through which lightning next day a ride of about five hours was flashing. Charleston was reached through pines and swamps bordering on Friday morning. There was an on the famous, sea islands of South | unusual quantity of freight to load, so Carolina brought me to Savannah, that we did not get away till 6 o'clock full of life and business, presenting a Saturday morning. Our cargo then most marked contrast to Charleston. | consisted of 3000 bales of cotton, 800 The hotels were full of commercial tons of pig iron from Birmingham, travelers, the stores large and carrying | Ala., phosphate in bags besides the a varied stock of goods, while in the lumber, shingles, etc., taken in at river were no less than twenty-five Jacksonville. It was very interesting to wa ch the stowing of the cargo by ers are called, loading cotton, besides | the longshoremen who with two or three exceptions were colored men. The men are paid by the hour and while they are employed make good wages, but there is a great deal of idle time, and the work is also very severe and sometimes dangerous. About a hundred men were engaged in loading our vessel, who worked with only a few minutes rest for dinner and ous Bonaventure Cemetery with its supper, from 10 A. M. Friday to 5 A. avenues of trees hung with the long M. Saturday. One of the gang bosses festoons of Spanish moss. I was taken was an active fellew with a great out to Bonaventure by a very bright amount of energy and lung power, especially when giving orders. At one time he was directing the shifting of a gang plank which was long and very heavy. About thirty men were pulling on the rope while Isaiah was singing out to them to heave away. all together, now she moves, etc., but the plank did not budge. Suddenly he stopped, and with blood in his eye went up to one of the men and roared

> pull a poun. You want to stay in dis gang you got to work, you has." It looked as though he was about to wipe up the dock with the man, but a broad grin spread over the faces of the others as Isaiah went back to the plank, and with a mighty voice of prophesy cried out all together "now she goes," and she did. I was awakwhistle, and as the sound died away the voice of Isaiah rose on the morning

at him, "what you mean, you doan do

nuffin but look at me holler, you doan

and rush of the waves most exhibitation. I was reminded of a very clever had proved a boomerang to the Republican party. My colored friend al- about starting. Capt. Doane is deso said it was sometimes a matter of cidedly original in his comparisons. Just asI came out on deck he said to a man who had not cast off a line soon enough; "A preacher just out of the pulpit would know better than to hold on to that line as long as you did." On another occasion he said to the officer on watch: "You must look after that man at the wheel, he's steering so crooked that a rattlesnake would break his back trying to follow our

We sailed down the harbor and out

to sea just before sunrise. A bell

buoy tolled mournfully as it was

swung by the waves, while overhead and all around the horizon the sky was a dull lead color. As the sun came up the clouds grew lighter at the same time assuming the most fantastic forms. For a short time the clouds in the north had the appearance of the most delicate frostwork. As the sun gained in power the clouds grew lighter, until they broke up into small tufty balls which drifted lazily along far above us, resembling a vast field of cotton. Very pleasant company at the table and on deck, with clear days and beautiful moonlight nights, made Dry Goods, F ncy Goods and Notions. the sail to New York most enjoyable. Through the courtesy of Mr. Chichester we had the pleasure of going down into the engine-room and fire-room and the shaft-tunnel. Although when on deck the ship seemed to be rolling considerably, below the motion was scarcely perceptible. In looking down the shaft-tunnel it occurred to one or us that it would make a capital shooting gallery, but perhaps a little too difficult of access to be very popular. Cape Hatteras was passed by daylight, in peace and quietness of body and mind. All things, especially good things, must come to an end, sooner or later. My vacation was no exception to this rule, but perhaps some of your readers begin to think this narrative is. Don't be discouraged, for as the old woman said, "T'aint nothin to what the airly Christians endured." Our a dues to the waiters were paid at the last noonday meal. In this case the emotion at parting was sincere and came from the-pocket. At five Monday afternoon the Cherokee was again at her dock under the Brooklyn Bridge. Good-by was said to the officers who had done so much to make the voyage a safe and pleasant one, and to our fellow passengers. In a the church yard of St. Philip is a grave | the town all the morning, being much | very short time after the plank was over-which is the date 1720. All of impressed with the business activity down the little company of passengers the older dwellings have walls of eight of the place and the substantial char- had been swallowed up in the vast

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